

# MOTOR RACING

and  
ECONOMY CAR NEWS

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May 1-8, 1959

15¢ Cheap

## Cleaning Up With Miles in Mexico

See Page 1



KEN MILES booms his Porsche RS up an incline coming out the lower hairpin turn at Avandaro race in Valle de Bravo, 100 miles southwest of Mexico City, last April 26. Here he is about to lap a Corvette driven by Armando Silvestre, Mexican matinee idol. The British-born Holly-

wood driver won easily after a hectic duel with Richie Ginther, of Granada Hills, Calif., piloting a 2.5-liter Ferrari Testa Rossa that went out with mechanical trouble. (MOTORACING photos by Gus V. Vignolle)



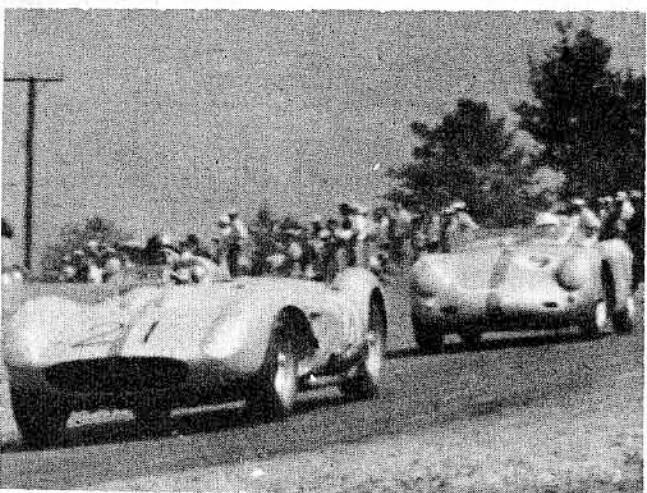
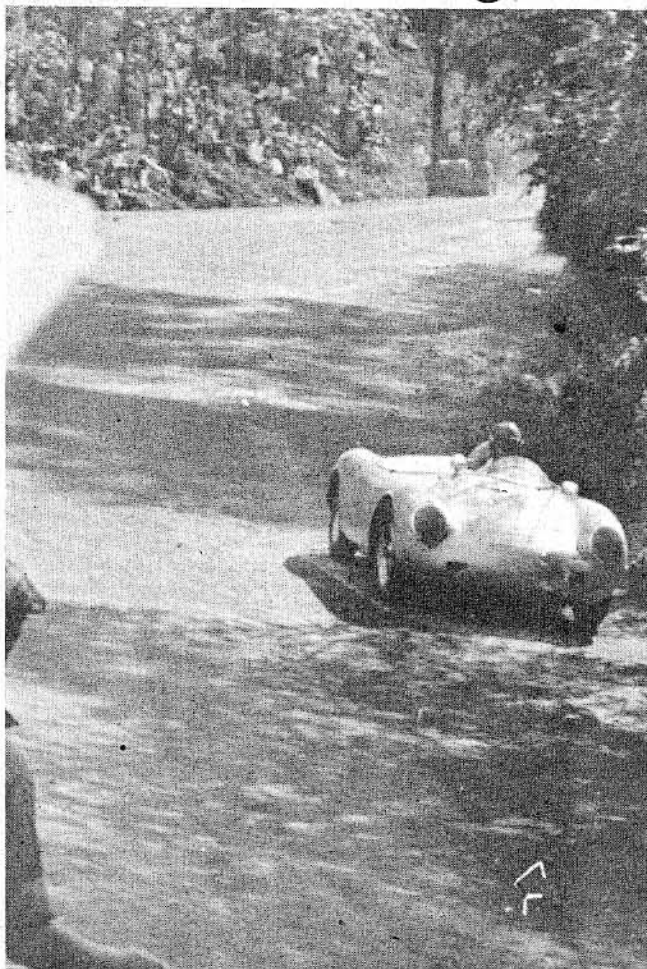
BIG HIT in Mexico race was Josie von Neumann, who was given a tremendous ovation by crowd of 25,000 fans. She finished 4th in 3-liter Ferrari Testa Rossa. It was first time a woman had competed on equal basis with men drivers at Avandaro, Mexico's biggest road race.



LEADER in the early going of 50-lap race over dangerous 24-mile course in a mountainous pine forest was Ricardo Rodriguez, famed 17-year-old Mexican driver. Here he guns his Porsche RS after negotiating hairpin. He was forced out on last lap, but earned second place.



## It's Porsche Again



TOP PHOTO shows Ken Miles' Porsche RS scream down incline out of turn 1 in dense forest at Valle de Bravo, site of Mexico Avandaro 120-mile race. Briton won easily. Center: Miles leads Richie Ginther, 2.5-liter Ferrari, up the grade after the hairpin turn. Bottom: Ginther shows his exhaust to the young Mexican phenom, Ricardo Rodriguez, in Porsche RS. (MOTORACING photos by Gus V. Vignolle)

# Miles Rout Mexico Field

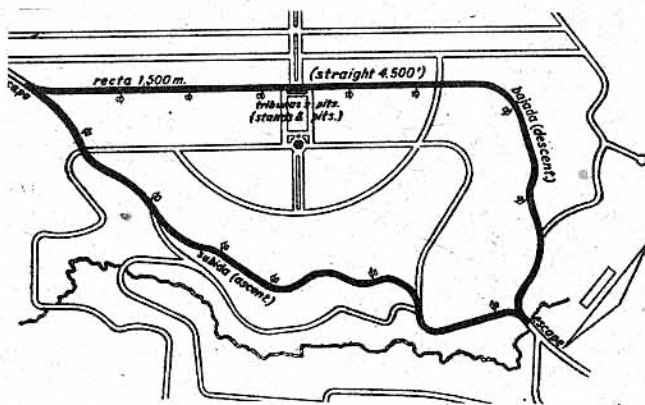
BY GUS V. VIGNOLLE  
MOTORACING Staff Writer

VALLE DE BRAVO, Edo. de Mexico, April 26. --- It was hawk-faced Ken Miles handily and pulling away in Mexico's most famous road race---the 7th annual \$8500 (US) Avandaro international classic over one of the most beautiful courses on the face of the earth.

The wily Miles, who wasn't exactly out for a short beer when they were passing out the brains, drove his usual excellent race and, additionally, employed top-level strategy just as he did in winning the recent Pomona "Grand Prix." He held back, made his move at the right moment and then hounded Richie Ginther's Ferrari to

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2.4-MILE AVANDARO COURSE

the point of distraction.

This combination, plus a 1500 Porsche RS that was in faultless condition, decimated all the competition. And this included four Ferraris, a Maserati and another RS driven by the famous 17-year-old Ricardo Rodriguez of Mexico City.

Miles covered the 120-mile race over the 2.4-mile course, ensconced in a heavy, sun-splashed pine forest of indescribable scenic splendor, in 1h33m16.7s for an average speed of 78.4 mph. Ricardo averaged 76mph in winning last year. (Continued on Page 6, Col. 1)



KEN MILES

## U.S. NAILS PARRAVANO

GUADALAJARA, Jal., Mexico, April 29.---Tony Parravano, who at one time had close to \$500,000 worth of Italian and German sports cars at his Inglewood, Calif., headquarters, today refused to comment over his troubles with the U.S. Internal Revenue Service.

Gus V. Vignolle, editor of MOTORACING, called at his Mexico City office, where he is in the "investment business," but Parravano was in Guadalajara. He did not return the call after his secretary communicated with him. Parravano assertedly is in some real estate and construction deals here.

Recent page 1 stories in Los Angeles newspapers

said the US Government was seizing six sports cars that he had shipped across the border at Tijuana, Baja California, as part payment for \$750,000 which he allegedly owes Uncle Sam.

These cars are valued at \$60,000. The Government has been trying to nail him for two years.

Federal agents have separated him from at least three other sports car racers that have been sold.

Parravano, regarded solely as an eccentric among experienced racing people and known to have driven his pilots to the point of distraction, has been living in Mexico for the past two years.

It is known, however, he has made several trips to the US in his private plane, laughing at the efforts of Government agents to nail him.

Mexican customs authorities have agreed to cancel their claim on the cars and turn them over to American agents at the border. It is a mystery where Parravano's other expensive foreign cars are. The US Government is investigating.

Parravano is an Italian, jestingly nicknamed by racing folk as "the screwdriver." He is registered as an alien with the Federal Registration Division.



TWO SPORTS CAR RACING figures, both in Mexico last week, figured in the news. They are Tony Parravano, left, who found Internal Revenue Agents seizing parcel of his sports cars valued at \$60,000 which he had slipped across the border, and Ken Miles, a former driver for Scuderia Parravano. Among others who drove for the little Italian were Masten Gregory and Carroll Shelby. (Photo by Lester Nehamkin)

## Vignettes

By Gus V. Vignolle

- Viva Mexico!
- Ferraris Sing
- Josie Cheered

VALLE DE BRAVO, Edo. de Mexico, April 26.--- One of my favorites, LORD BYRON, once wrote that if they opened his heart after he croaked, they would find there graven the word "Italy." That's how nuts he was over Enzo's landscape.

Well, that's the way I feel about Mexico in general, but, more particularly, Avandaro. It is not good to wax sentimental in a racing publication over any kind of terrain.

HOOLIGANS then write to you and in essays in which every other word is misspelled, tell you to give them more racing results and cut out all the other malarkey.

Of course they threaten not to renew their subscription. I can think of other publications these immature clowns should read.

So here I am on the outskirts of this pueblo, some 100 miles southwest of Mexico City. Honestly, my vocabulary is inadequate to describe the beauty of Avandaro. But just a couple of paragraphs, please, before I get into the racing chatter.

Pebble Beach had always struck me as a brooding forest; this extremely thick pine forest is a happy wood, and the bright Mexican sunshine just bursts through all the greenery and its dazzling brilliance blinds you.

From one of the bungalows of the Refugio del Salto Hotel you can see the magnificent Lake Avandaro in a blueness you will never forget. And you can see and hear the thunderous roar of the waterfall. This nullifies everything, even serious physical problems. You are lulled into another world.

The pines are so thick you think they will embrace you.

(Continued on Page 3, Col. 1)

## In the News

### Fangio to Start 150-Mile Race at Silverstone

LONDON, April 29.---Juan Manuel Fangio, five-time world road racing champion, (1951, Alfa Romeo; 1954-1955, Mercedes-Benz; 1956, Ferrari; 1957, Maserati) will be at Silverstone, May 2 to start the 150-mile International Trophy Race for Formula I and Formula II cars.

Silverstone spectators will recall that at the first International Daily Express Trophy Meeting, another legendary figure, Tazio Nuvolari, was accorded a great welcome when he visited Silverstone in 1949; now, eleven International Trophies later, an opportunity arises to pay tribute to an equally great figure.

(Continued on Page 5, Col. 1)

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Those are MOTORACING's two new telephone numbers.

Call either one for information on display advertising, subscriptions or editorial matters.

Please change your records and delete the old HO 4-1557 number. The phone number for classified ads remains the same---AX 2-0287.

## Flaherty Scores In Lister-Jag

BY ROBERT C. FENMAR

STOCKTON, Calif., April 19 ---Thanks to what is becoming more and more squirrely driving on the part of Sacramento's Sam Weiss, Jack Flaherty, of San Francisco, boomed a 3.8-liter Lister-Jaguar to victory here today in the 30-lap SCCA (SF region) feature.

Weiss, in the fantastic Porsche RSK that he bought from Stan Sugarman, finished

second, followed by Gordon Glycer, Sacramento, Ferrari Testa Rossa.

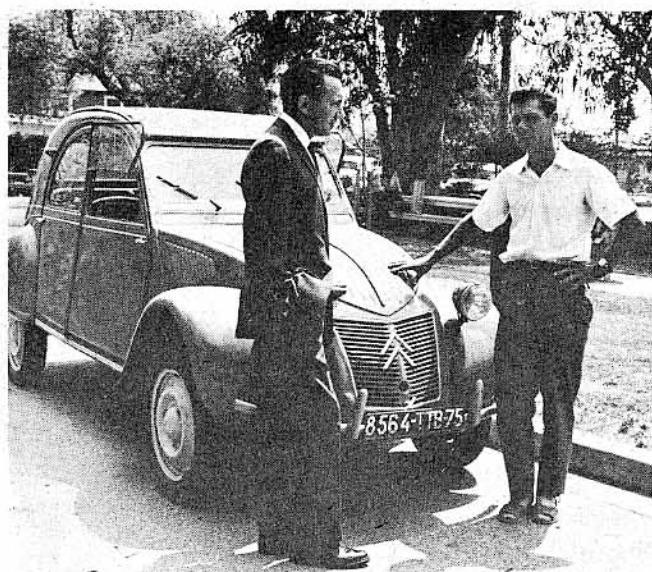
Incredibly, this SCCA region and other promoters did not announce average speeds to the press. By a miracle, however, it was determined that Flaherty covered the 78 miles around the 2.6-mile course in 65m12s.

Ray Seher, D-Jag, and Erv

(Continued on Page 5, Col. 5)



# NEWS ALONG THE ECONOMY CAR FRONT



ARMAND GARNIER, western manager of Citroen Cars Corp., left, greets Jean Trouble, first to have driven a production car from Buenos Aires to Los Angeles.

## Economy Car Notes

The British have come up with some interesting remarks concerning current trends in car styling and their position of "no change policy."

"We would like to express the very definite opinion," stated two of the Rootes Group's top engineering executives in Detroit recently, "that styling should more and more be studied to meet engineering requirements regarding stability and economy. Poor aerodynamics can spoil the 'road manners' of a vehicle at high speed,

particularly in gusty crosswinds."

Tracing the design and development policy behind the production of more than a million Hillman Minx type vehicles since 1932, B. B. Winter, the Rootes Group Director of Engineering, and A.G. Booth, the Group's Chief Consulting Engineer, further reported, "We have ignored all temptations to make the car larger despite the fact that on all sides we have seen this tendency growing among our competitors."

Although in volume production for 28 years, they pointed out that the Minx development has involved only these evolutionary changes: an increase in engine efficiency by 38 percent, engine capacity by 27 percent, and peak net power output by 66 percent; a weight increase by only 10 percent, despite advanced design and the addition of extra equipment; the dimensional "package" enclosing the current model is only slightly different to that of the original 1932 version, with only a four-inch increase in wheelbase.

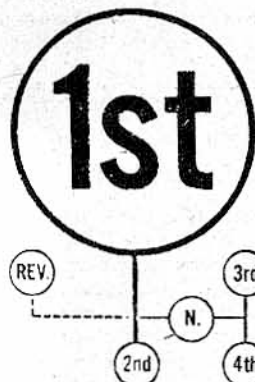
The John Green Corporation, Renault and Peugeot distributor in California, Arizona, Nevada and Utah, announced the appointment of several new franchised dealers to handle the increasing demand for these popular French imports. In San Francisco and northern California, the James F. Waters Company, Carlsen Imports, Jere Smith in Sunnyvale, and Waters-Beebe in Monterey have discontinued their American lines and have gone exclusively Renault, while Continental Cars in Santa Cruz and French Imports of Albany have set up new exclusive Renault facilities. In southern California, Eddie O'Brien Motors in Fullerton, Du Frene Motors in Tujunga, Twentieth Century Imports in San Gabriel, and International Motors in Palm Springs are the latest additions to the ever-growing family of Renault dealers.

John Green, president of the distributing firm, states, "We now have about 90 dealers in our area selling and servicing the Renault. We are aiming at 100 to fully round out our sales organization." There are over 750 Renault dealers from coast to coast.

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REST STOP--Former race driver Mickey Melvin is seen at right of DKW Cross-Country (second in line). Melvin was driving car entered by Los Angeles DKW dealer Murphy Oldsmobile Co.

## Expansion Plans Told By Rootes

Increase in production this fall of American small cars will not affect the sales of British cars, according to Brian Rootes, 39, managing director in charge of exports, sales and service, of Rootes, Ltd.

In Los Angeles to confer with dealers and distributors and to complete expansion plans in line with anticipated business, Rootes in a press conference at the Beverly-Hilton pointed out that the new American small car is still larger than the British models. "From press reports, it is apparent that the wheelbase of the smallest American car will be larger than the average small British car."

"For the last few years the American public has purchased British automobiles in record-breaking numbers," he said. "We do not feel that it will suddenly abandon this practice. Its cultivated taste will continue to demand the craftsmanship and quality we build into our automobiles."

"Our research to improve our product continues all the time and we at Rootes are proud of the technical improvements which have been incorporated into our motorcars."

Within the last few weeks, Rootes says, more than 72 new dealerships have been added, making a total of more than 900 in the United States. "Such expansion is necessary because of the continuing high sales of Rootes cars," he says.

He also pointed out that increased reciprocal trade is a must in the relationship between this country and the United Kingdom.

## LETTERS TO MOTORACING

PLEASE KEEP 'EM SHORT! MOTORACING welcomes communications from readers. The briefer they are, the better is their prospect of publication. All are subject to condensation. We assume no responsibility for statements in letters.

### CRITICS: READ THIS

I'm almost embarrassed writing you yet another slobbering fan letter, but dammit, I read VIGNETTES and I cluck and chuckle all the way through it. You and your dog soapbox are definitely one of the high points in my life. When I try to analyze why your writing gives me such pleasure, it boils down to: "Why didn't I say that?" or "That's what I say!"

So we all identify with you as you knock down the phonies, expose the BS and deflate the hot-air balloons. Keep up the good work, Gus. I'm proud to call you my friend and I think of you often (and the good times we've had).

NAME WITHHELD BY REQUEST PARIS, FRANCE.

### THANK YOU, JIM

Here is a check for a few subscriptions for friends who will enjoy MOTORACING. Thanks so much for the slides taken at Nassau. Hope to see you soon.

JIM ORR  
KENTFIELD, CALIF.

### NORTHWEST BEEF

I am afraid that I have become spoiled with the great sport car races in So. Calif., finding little advance notice and insipidly childish post-race coverage in the Northwest....

Here is an example of enthusiasm and publicity here: Attended the Shelton races March 15. Had I not raised the question of activities at a local sports/car agency, I would have never known the course or race existed. Not one word appeared in the Seattle papers. Arriving at the course, I found the SCCA had organized things in their us-

ual competent manner. No PA system, except for the pits, no programs, hours of practice, followed by several races with the same cars reappearing in many of the races irrespective of class. Then came the main where Pete Lovely's ex-"Pooper" damn near lapped the whole field, including cars having twice the displacement. Big deal!

Thought I could scrape up enough enthusiasm to find out the results of this smasher so I scanned the sports page Monday. On the 3rd page of the sports section was a short article, obviously written by a new, young female/reporter on her first assignment who must have thought that the 1956 Plymouth that came out with wire wheels was Detroit's answer to Ferrari. Lots of comments about those "funny little multi-colored" cars going around and around but NO results, NO charts, NO names, NO nuthin'. If you want a real chuckle, send for the Mar 16 edition of the Seattle Times and read it for yourself...

This all builds to one thing. If I can't get local information from youse guys, where do I go? Send me a press card and I'll cover the area.

Well, in any case, spoiled or not, I'm stuck with it, but can still enjoy one luxury - - - MOTORACING, the enthusiast's Bible.

ROBERT C. HARPER  
SEATTLE, WASH.

### NOTS TO RALLIES

When I first subscribed to your paper it was terrific. I talked it up to my friends and several also subscribed. We have all been very pleased with it up until the last couple of issues, and now I find myself apologizing for it.

(Here the writer enumerated all stories in the last issue that did not pertain exactly to racing, complaining bitterly over use of rally stories and other features).

"Quick Service for Quick Cars"

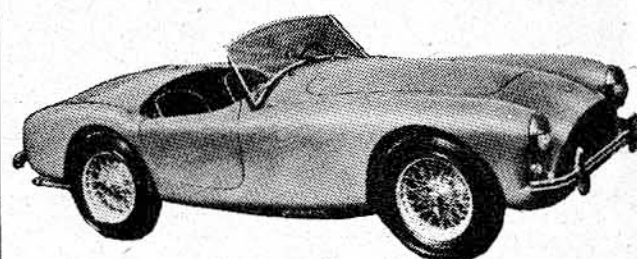
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## Vignettes

By Gus V. Vignolle

TROUBLE FOR V12  
FERRARIS IN MEXICO

(Continued from Page 1)

They are so tall you get kinks in your neck just looking up. The multi-colored flower beds are absolutely dazzling.

The Mexicans are wonderfully slow, and the pace is slow enough to disturb the cardiac specialists for lack of business.

And, on top of all this, you open your eyes in the clear, sharp Mexican morning air and what do you hear?

You know what you hear? You hear the crying and the singing of strange birds. But that isn't all.

You hear something else that is beautiful. You hear the whine of Ferraris, Maseratis and Porsches. The only time that this enthralled me more was at Sebring in 1957--the mechanical symphony from the tremendous Maserati that JUAN MANUEL FANGIO and JEAN BEHRA drove to victory. Enough.

### Josie Wows em

The biggest hit here--even more than MILES' victory--was personable JOSIE VON NEUMANN. She took Mexico by storm. They went crazy over her--in Mexico City and here. They had never seen a gal against top men drivers. They cheered her to the echo. A woman in a Ferrari was absolutely unheard of.

SEÑOR CARVALLO of NOVEDADES went crazy over her. Half of his story in this leading Mexican daily was devoted to JOSIE VON NEUMANN.

JOSE LUIS PUENTE, treasurer of the sponsoring RODA club, reminded me of PABLO PICASSO'S wondrous expression, "Es una cosa muy rara!"

With the exception of the Panamerican road race, Mexicans had never seen this many Ferraris at one time. RICHIE GINTHER and PAUL PRIMEAU had a tremendously exacting job on their hands driving JOHN VON NEUMANN'S massive van containing three of the Maranello machines. Then there was PEDRO RODRIGUEZ' 3-liter job.

Josie toolled one of the 3-liter V12 Testa Rossas, and her duel with ALLAN CONNELL, of Ft. Worth, in a 2.5 Maserati, was one of the highlights of the early going. The Texan finally conquered her, but that didn't lessen the cheers for the gal.

Incidentally, Connell hauled his own petrol all the way from Texas. He arrived late, missing practice completely on Saturday. There were some strange rumors on the various kinds of gas that were to be used.

Finally, Ginther talked everyone into using fuel from the Pemex truck at the course. The Mexicans went with lighter loads than the Americans, as witness:

Von Neumann's three Ferraris took 112 liters as compared to 100 for Pedro Rodriguez, and Miles' Porsche RS took 70 liters as compared to 60 for Ricardo Rodriguez' RS.

### Just No Pull

All of the V12s, including Pedro's, experienced plenty of trouble coming out of the tight turns. At the hairpins, Johnny, Josie and Pedro got down to about 2500 RPM and the engines just wouldn't pull.

This woe, however, did not befall Ginther, who was piloting the only 4-cyl. Ferrari, the 2.5 Testa Rossa.

Von Neumann, who was picking up a tab almost as fat as that of PEDRON, RODRIGUEZ, father of the two boys, was somewhat crestfallen over the fact that he had to drive the "experimental hot-rod" Ferrari. This is a 2.5 with a 3-liter engine that Ginther and Primeau have been working on for three months. They have dubbed it the "hot-rod" at Ferrari Representatives of Calif.

Everyone seems to feel that one of these days this model is going to click, but it certainly didn't here. Johnny was out very early with curburetion and exhaust troubles.

### Muy Mala Suerte

BRIEF NOTES MADE ON TORTILLAS DE ARINA---It was two years ago this month that I first saw the then 15-year-old Ricardo on this course in his 1500 OSCA. He took 3rd behind von Neumann, in the then new 2.5 Ferrari, and JULIO MARISCAL, D-Jag, who since bought a Ferrari but has given up the sport after being whopped by Ricardo... Since he got into racing, Don Pedro Rodriguez has spent about 2 million pesos, or some \$170,000. He had nada but bad luck today. First Pedro, Jr. went out before the race was half over, then Ricardo on the last lap, although he was placed 2nd on basis of laps completed. On top of this, Pedro Jr.'s Corvette was driven by Mexican actor ARMANDO SILVESTRE, and it ran out of petrol on the last lap. And more grief when the big Rodriguez truck also wouldn't budge on the 100-mile trek home to Mexico City through a treacherous, winding road. But no moans from Don Pedro, who took it all in stride and simply began worrying about preparing the Porsche and Ferrari for the Lago de Guadalupe races next Sunday and hoping the American pilots would remain over for the event. It came as a big and pleasant surprise when the RODA officials informed Don Pedro that Ricardo was placed second. At least, he salvaged some pesos, but certainly not enough to equal his fantastic expense tab at this layout. This joint is expensive as all-get-out.

There were some discrepancies on the starting money at Avandaro. The rules book said the Americans were getting \$500 each, while von Neumann said his wire mentioned \$2000 for two cars plus \$350 for Josie. There was some consternation on the part of Sr. Rodriguez that he had not been offered starting loot, especially since his boys are tremendous attractions not only here but in the U.S., Europe or wherever they race....

### Viva Mexico!

HECTOR TREJO, who did the publicity for this race for club RODA, said he had instructions not to send any stories on Avandaro outside the country...which is absolutely ridiculous, but then they do a lot of unexplainable things around here....It was the same here as at Pomona when Miles won--one of the car's owners hopped aboard and made the victory lap, grinning broadly and waving at all the JOSE BLOWS. Never some doll, or the race queen, or some racing big-shot, or some government dignitary---just this character! You should have heard



BETTY SHUTES of Hollywood signs Jack McAfee to drive her new Porsche RS Spyder in the Del Mar sports car races May 2-3. McAfee, 1958 West Coast champion in the under-1500cc modified division, competes in 30-lap main event for modified cars under 2000cc. Happily looking on is race queen Luana Cochet and Lindley Bothwell, chief steward of race. Bothwell expects field of more than 125 drivers from San Francisco, Arizona, San Diego and Los Angeles.

## Intercontinental Formula Definite For World Racing

According to the Automobile Competition Committee for the U. S., American FIA representative, in the U.S., England and Italy, at a recent London meeting, agreed to re-organize big car racing by adopting the following proposals for the "Intercontinental Formula". (The rules, regulations and specifications for big car racing):

--The engine size of the

some of the comments in Spanish!....At first there was a rumor the Carrera Panamericana would be resumed in 1960; now they say there's no chance because the roads are in bum shape....CHUCK BALDWIN, who was studying in Mexico the last time we saw him, came from Madison, Wisc., with his wife and dad. He drove the Chrysler-powered Baldwin Spl, that FRED (EL ZORRO) VAN BEUREN built some time back. He had some bad luck, though, belting the hay in the Mecanica Nacional race. Chuck is selling the car to another chap who is going to college in Mexico City. After he finishes his law studies in Madison, Chuck hopes to return to Mexico to practice. He misses el pais very much....The most beautiful Mecanica Nacional entry was the sleek, yellow Cad-powered machine driven by that fine driver, JORGE SANCHEZ (EL BIGOTE) BOCANEGRA. It looks exactly like a Formula 1 machine. He was 4th. Bocanegra was renowned here for his success with a modified Ford grand touring car....

Viva Mexico!

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## Another Mexico Race May Lure Yankees

MEXICO CITY, April 29 --- As MOTORACING went to press, three of the So. Calif. drivers who raced at Avandaro last Sunday--Ken Miles, Richie Ginther and Josie von Neumann--were not certain whether they would remain for the May 3 Lago de Guadalupe races on the outskirts of the capital. Organizers hoped they would remain for a resumption of competition with the country's two best-known pilots, Ricardo and Pedro Rodriguez. The other Californian, John von Neumann, flew from here today to Florida for a Volkswagen distributors and/or dealers meeting.

## Citroen Driven From Buenos Aires to L.A.

A man who really enjoys driving, Jean Trouble, a civil engineer of Paris, France, arrived here yesterday. The unusual thing about this story is that Trouble left Buenos Aires on January 5, 1959, in a small French Citroen 2-CV and drove 15,000 miles to Los Angeles.

This marks the first time that a stock production car has been driven from the Panama Canal to Los Angeles with no cartage. Trouble covered all types of terrain -- from 15,000 feet elevation in Peru to the low desert country of Mexico and California. During one leg of the trip he forded 52 rivers in 100 miles; this took three days to complete.

Trouble left Buenos Aires with a capital of \$800.00 and during the three-month drive, his expenditures averaged \$100.00 per month. The small car has a gasoline capacity for 200 miles, averaging about 50 mpg. Trouble stated there was no trouble in obtaining gasoline, as many of the friendly construction engineers on the new Pan American Highway, currently under construction, donated gasoline from their own trucks and tractors along the route. During the majority of the drive, Trouble had no maps and obtained information from village to village. He drove with the original tires he purchased on his car in late 1958, carrying two spare wheels. The air-cooled engine

required no water. As he knows virtually nothing about automotive mechanics, he carried no tools, except necessary tire-changing equipment.

One leg of the trip, consisting of 100 miles in which Trouble forded 52 rivers, had slopes of 20 percent which necessitated backing the car up to traverse these areas. There was one stretch of three miles of deep mud. Three days were required to drive this 100 miles.

From Los Angeles, Trouble will drive to Vancouver, B.C., Chicago, Washington, D.C., New York, Montreal, Quebec, and then ship the car to Paris. There he hopes to win the annual Citroen award for the most difficult drive of the year.

Trouble travels alone, sleeping much of the time in his vehicle. He does not drive commercially and takes no motion pictures because he believes this distracts from the enjoyment of the trip. Upon his return to Paris, he will resume his career as a civil engineer.

### EUROPE TOUR

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# BECHTELS WIN NATL. RALLY

TUCSON, Ariz., April 19. --- Joe and Celia Bechtel, of Manhattan Beach, Calif., a tough combo to beat, won the SCCA national rally, the Great Canyon, in their Porche here today. They are the defending national SCCA champions. They had a 40-point error for the eight legs. Next were W. E. Larned and M.R. De Loof, Corvette, followed by John Kimlinger-George Patraw, Austin-Healey, and 44 other couples. Two cars were DNFs.  
(Please turn to page 7 for tabulated results of top finishers)

# SLIGHTLY MODIFIED

By W. R. C. Shodenhelm

Well, sir, the big sporting event for April was the 1st Annual Mt. Baldy Beer Climb and Snake Fry, co-sponsored by the Race Gypsies. We are forced to admit that the brave little band who met to try to scale the treacherous east ridge of towering Mt. Baldy were not exactly the outdoor type. As a matter of fact, we doubt if any one of them could follow a bleeding elephant across a level snow field at high noon.

With the engine of our Sprite-type sporty car belching its song of power to the murmuring pines, we led the understandably tense caravan of climbers to the first bivouac, Glacier Camp. Already we were in the thin air of the high country, where roadside signs read, "Watch Out for Glaciers," and "Abominable Snowmen Crossing Next 5 Miles."

The next stage of the climb was an exhausting and tortuous ascent to the Notch, made on the chair lift. At the Notch we had a few nourishing beers, thinking of the long climb ahead of us. Outside, in the frosty air, we hitched up our Sherpas, shouldered our edelweisses full of emergency rations and headed for the infamous Devil's Backbone, little knowing the fate which lay in store for us.

Back at the Grand Prix

everyone was as busy as a two-headed mouse in a cheese factory trying to find out about the success or failure of the ascent. Would the heroic band of men make it to the ultimate summit, blinded as they undoubtedly were by the withering glare of the burgundy bottles? Would the Race Gypsy flag, not yet designed, wave defiantly from the top of the highest peak in the entire Angeles National Forest? Who would be the first to perish from the terrible strain of the climb?

The answer to the last question came all too soon, whilst we were inching along a delicate finger-tip traverse, roped to pitons firmly driven into the sheer wall of decomposed granite. Suddenly, Tall Blond Boy Jacques toppled to the ground, singing a ribald Sierra Club song and claiming oxygen starvation. We applied a soothing medication of grape, made the poor chap as comfortable as possible in the middle of the trail, and pressed onwards up the knife-edged ridge.

Finally, though, we were forced to turn back, mere miles from success. Our vital supplies were running perilously low and the bar back at the Notch was a long, weary 20-minute walk away. It is not the summit itself that is of ultimate importance to the true sportsman, but, rather, the fight for the summit. We had put up a magnificent fight and our heads were unbowed. All except Jacques, who fell asleep at the bar and severely bruised his forehead. We once more proved the heady motto of the surveying crews, "Sic transit, gloomi mundi."

Read MOTORACING. Subscription blank on Page 3.

# Moss Wins In Sicily

SYRACUSE, Sicily, April 25--Stirling Moss of England, drove a Cooper-Borgward to victory today in the 188-mile Grand Prix of Syracuse.

He covered the 55-lap course in one hour, 53 minutes, six seconds for an average speed of 99.4 miles per hour.

Jean Behra of France, in a Ferrari, was second in 1:53:38.4.

# LETTERS

(Continued from Page 2)

CALLING DR. KUMMER

I am sure there will be much misunderstanding of your review of Dr. Kummer's report. If Mr. Hayakawa should read the article, he will probably be in doubt as to the meaning of the term "sexually inadequate." The connotation of this term, I think, is generally taken to involve a relationship with the opposite sex. Is not the sense in which Dr. Kummer uses the term, that in which the male asserts his masculinity through the medium of the sports car, or flying an airplane, or going hunting, or playing football, or bullfighting or just fighting, etc.?



BRUCE KESSLER, left, shown with German Count Wolfgang von Trips at Grand Prix restaurant before recent Pomona race in which the former was injured. Kessler has been named technical director for sports car racing TV series soon to be filmed.

(We shouldn't consider the thing out of context with the whole either.)

Incidentally, you shouldn't have printed the article in the first place. Now that most of us are exposed, we will have to find a more subtle way of expressing ourselves. I think maybe I'll become a cop.

BOB BEASLEY  
NORFOLK, VA.

EDITOR'S NOTE---We believe reader Beasley is correct as to what Dr. Kummer meant, but to make certain, Dr. Kummer will answer this letter in a future issue of MOTORACING.

# SESSLAR 1st IN PORSCHE

MARLBORO, Md., April 19.---Don Sessler, fast becoming Porsche driver from Ohio, drove an RSK to victory here today in the Washington region SCCA headliner over a 1.5-mile course in a semi-wet weekend.

# LAUDS NEW PRINTING

Congratulations. The new paper stock is very fine and every photograph was reproduced with fidelity. Looking back as far as Vol. 1 No. 4 for comparison, I found what looked like a fifteenth century manuscript, but actually it was a somewhat weathered well-used and often referred-to copy of a new publication called MOTORACING. You and your hard-working staff have come a long way in making MOTORACING an up-to-the-moment newspaper for sports car fans. The new printing reflects good taste and sincerity in "pleasing the readers." Best of luck to a fine staff.

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# It's Behra At Aintree

AINTREE, England, April 19.---France's Jean Behra, driving a Ferrari, won the 200-mile Aintree international race for Formula 1 cars here. He averaged 88.7 mph. Second, 10 seconds back, was Tony Brooks, England, also in a Ferrari. Bruce McLaren was 3rd in a Cooper Climax.

Masten Gregory, Cooper Climax, the early leader; Harry Schell, BRM, and Stirling Moss, Cooper-BRM, went out with mechanical difficulties.

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San Francisco Newsletter  
**• Dear Gus**  
 By TOM WILSON  
**RACING; RALLYING SAME  
 N THING, FOLKS THINK**

DEAR GUS:

A few brief notes on various subjects, just to keep you up to date on the small talk among the enthusiasts. I am writing this from the wilds of Colorado, after a brief look at the Arizona Border Regions, Great Canyon rally as it thundered through the pinons of the Grand Canyon. That "Great Canyon" deal is not a typo. It seems that the rally route is planned so that they tour at least five big gorges.

A few interesting side-lights on this rally: Your old friend TRACY BIRD (THE PIPE) was manning two checkpoints on each of the two-day runs and had a ball and a road race trying to check in 50 cars and then racing 300 miles to the last checkpoint and check in the same guys. Imagine their surprise - and they thought that THEY were making good time. Tracy has now completed his training for Laguna Seca - but he will have to leave that rear deck trunk at home.

BILL MARTINEZ was the official observer for SCCA national but the Denver boy was unknown to the rally master and Bill was doomed to turning loose a pair of bloodhounds as route guides. He finally promised not to divulge any secrets and was given the official route instructions so he told his wife to call off her study of the tire treads on the various constant cars. Sliding through dusty cross roads

does not leave much tread mark evidence. That 900 mile run would have been the world's longest tracking job.

The rally officials briefed the highway patrol and the various chambers of commerce and they received a reassuring letter from the post-mistress of Skull Valley. She assured them that the whole town would stay on the porch of the postoffice, and the store would stay open so the telephone would be available in case of emergency. Rally-master BILL PETERS is convinced that the natives need a brain-washing concerning the whys and wherefores of rallying that there is a distinct difference from road racing. Gus, I still think she was right. When that mob hit Skull Valley, the natives wished that they had tied up the dogs also.

Tracy and CLARK McCARTNEY started something when they set up those SCCA Pacific Coast championship races. Now SEYMOUR LAFF, R.E. of the Colorado region, and BILL ONG, R.E. of the Kansas region, are forming a mid-west coalition that will determine the racing champs of their areas. They hope to call in the New Mexico, Oklahoma and Texas drivers for a round of regional races to determine the class champions in all classes, both modified and production.

With best regards,  
 tom wilson



SHOWING SPOILS of victory are Joe and Celia Bechtel, of Manhattan Beach, Calif., who won the recent Nat'l. SCCA Great Canyon rally in Arizona. They drove a Porsche. (Story on Page 4)

## SHORT TAKES



### COPY STEALING

Two of Los Angeles' snapper-wrappers soon may come to verbal blows, if one of the sports car "writers" doesn't cease copying the other paper's copy... Within the next month, possibly two, a new magazine, dedicated to Go-Karts, quarter midgets, and other small cars, will hit the newsstands under auspices of a leading automotive publisher... Esquire magazine will mail you a free pocket-size imported car guide, with the May and June sports car race schedule. Write Esquire, 488 Madison Avenue, New York 22, N.Y.

**SAN DIEGO CONCOURS** sports and classic car enthusiasts are being invited to show cars in the first concours d' elegance which will be staged Sunday, Sept. 6, in the Organ Pavilion at Balboa Park as a Fiesta del Pacifico event. The Jaguar Automobile Club of San Diego is sponsoring the exhibit of sports cars.

**FREE BOOK** AKRON, Ohio, -- To celebrate its golden anniversary in racing, The Firestone Tire & Rubber Co. has published the history and com-

plete records of nine of the world's greatest automobile races. Copies of this record book are available to the public. Requests should be addressed to Firestone Public Relations Department, Akron 17, Ohio.

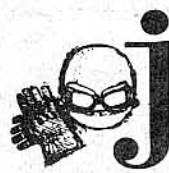
**BILL LOADVINE**, well-known in So. Calif. race circles, invites all Valley speed fans to a posh cocktail lounge he is opening at 16148 Ventura Blvd., Encino, at Woodley. The preview is planned for May 15-16-17. Named the MOTOR SPORT, the place has \$3000 worth of murals depicting all forms of motor racing.

Potential RACE GYPSIES, who want to camp out in a trailer, camper, tent or in

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### They're Asleep Up in S.F.

Because of poor press service on the part of the San Francisco region of SCCA in compiling the April 18-19 Stockton results, Pacific Coast drivers' standings are omitted from this issue.

It is known, however, that Sam Weiss, Porsche RSK, has moved into 3rd in E modified, while Jack Flaherty, Lister-Jag, the Stockton winner, has moved into 4th in the over-2000cc modified class.

Complete Coast point standings, including Stockton and the forthcoming LA SCCA races at Del Mar, will be published in the next issue of MOTORACING.

**DEARBORN, MICH.** -- Development of a unique supercharged gas turbine engine of 300 horsepower has been announced by Ford Motor Company.

## Florence Triumphs In Ferrari

SHELTON, Wash., April 19. ---The 20-lap headliner of the Northwest SCCA sports car race program here today was won by Lew Florence, of Olympia, in a 3.5 Ferrari.

George Keck, Porsche Special, who was involved in a spirited duel with Tom Meehan's Pooper, was second. Dr. Frank Becker, Ferrari Testa Rossa, was third.

Class winners, besides the first three in D, F and E, respectively, were Ron Lee, Lotus XI, G; Jerry Grant, Ford Spl., B, and Donivan McCune, Fiat Abarth, H.

Other race winners: Wade Carter, Porsche; Dean Geddes, Corvette; Jim Piggott, Cooper Climax; Roger Molt, Corvette.

## SALT LAKE RACES SET

SALT LAKE CITY, April 29. ---Keen interest is generating in various racing sections for the third running of the Great Salt Lake Road Races, slated for May 16-17 at Salt Lake Airport No. 2, West Jordan, Utah.

John Brophy, well known in West Coast sports car circles, is general chairman of the event which will be held over a 2.7-mile course with a 1.2-mile straight. The course has nine turns.

Four races are scheduled on Saturday, five on Sunday. Deadline for entries is May 11. Contact Utah region SCCA at PO Box 291, Salt Lake City, Utah.

## Stockton Results

(Continued from Page 1)

Lehr, Cooper, followed Glycer. Mans; Bob Wenz, Cooper; Gaining on the leading Flaherty, Harn, Corvette; Jack herty, Weiss spun on turn 5

Flaherty, Lister-Jag. 1C  
 1 Flaherty Lister-Jag 1C  
 2 Weiss Porsche RSK 1E  
 3 Glycer Ferrari TR 2E  
 4 Scher D-Jag 2C  
 5 Lehr Cooper 3F  
 6 Wester Porsche 1F  
 7 Snyder Lotus XI 1G  
 8 Gillespie Elva 2G  
 9 Lowe Lotus XI 3G  
 10 Monise Lotus XI 4G  
 11 Block Porsche 2F  
 12 Tannlund Aston March 3C  
 13 Eyerly Crosley Spl. 1H  
 14 Riley MGA 3F  
 15 Ingalls Crosley Spl. 2H  
 16 Molle Fairchild 3H

Flaherty set a course lap record of 2:08.

Tough luck hit Andy Porterfield, Los Angeles, leader in the Corvette race, when mechanical trouble forced him out. Hugh Harn, Tiburon, won after a duel with Ray Altman, Oakland.

In the production Porsche race, Charles Parsons, Carrera, scored a surprise win over Don Dickey, GT.

Other winners included Stephen Kursh, Sprite; Fraser Sibbald, MGA; Ron Pearson, Volvo; George Miners, Porsche; Jim Payne, Corvette; Tim Railton, Porsche; Charlotte Duncan, Lotus XI; Jay Chamberlain, Lotus Elite; Charles Parsons, Porsche; Charles Parsons, Porsche Carrera; Don Wester, Porsche; Art Snyder, Lotus Le the open at the Santa Barbara races, May 30-31, should sign up at the Grand Prix Restaurant or phone W.R.C. SHED-ENHELM at OL. 6-5000.

DNF: Miller, Lotus XI, broken sway bar, 2 laps; Peterson, Lotus XI, out on turn 6 (froze engine), 9 laps; Carveith, Aston Martin, rear end guide broke, 17 laps; Knoop, Huffaker Spl., 6 laps; Howard Maserati, blew gear box, 7 laps; Robertson, Porsche, 16 laps; Stewart, Panhard, overheated, 7 laps; Powell, Panhard Spl., broken throttle linkage, 1 lap; Skilling, Porsche Spl., 12 laps; Brock, Cooper L.M., 16 laps; Wenz, Cooper, rod out, 0 laps; Archibald, Arnolz, 1 lap.

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## IN THE NEWS

(Continued from Page 1)  
**MORROW SCORES**

Roland Morrow drove his '59 Corvette so economically in the Corvette Club of Pasadena's "Monster Mileage Marathon" he averaged 20.56 miles per gallon in the 6-hour predicted gasoline mileage run.

Bob Casjens took best estimated mileage honors. Predicted mileage: 15.2mpg; actual mileage: 17.09mpg.

Bob Casjens took best Estimated mileage honors. Predicted mileage: 15.2mpg; actual mileage: 17.09mpg.

### SAN SALVADOR RACE

SAN SALVADOR, El Salvador, April 19. ---Mauricio Miranda, of San Salvador, driving a D-Jag, won a one-hour, 42-lap race for sports cars here today. He edged out Manfredo Schmid, another localite, in a Mercedes-Benz, on this 2 1/2 km course.

Pedro Rodriguez, 19, Mexico City, led for 17 laps in an Austin-Healey, but was forced out with mechanical trouble on the 32nd lap. Ricardo Rodriguez did not compete; a rear wheel of his car was damaged when he hit the curbing during practice that preceded the race.

### HILL CLIMB SET

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## MILES PORSCHE VICTOR

(Continued from Page 1)

The British-born Hollywood resident won by two laps after both Ricardo and Ginther, of Granada Hills, Calif., were forced out with mechanical woes.

### Ricardo Second

Ricardo's Porsche was second when he went out with a shattered gearbox one-half lap before the finish of the 50-lapper. At the time, he led the third-place car, a 2.5 Maser, driven by Allan Connell, Ft. Worth, by four laps. Officials of the sponsoring RODA club ruled that since results were based on laps completed rather than time, Ricardo was awarded 2nd, and Connell third, also with 48 laps completed. Josie von Neumann, who made a fantastic hit with the crowd of 25,000, was 4th in a 3-liter V12 Ferrari Testa Rossa, three laps behind.

It was the first time a woman had competed against the top men drivers here on an equal footing.

Ginther, driving the only 2.5 Ferrari (4 cyl.) Testa Rossa, was listed 5th after going kaput on the 43rd tour with a broken axle.

Only two other cars—ACTUALLY five in all—finished out of a field of 10. They were a Corvette, piloted by the handsome Mexican actor, Armando Silvestre, 6th overall (since Ricardo and Richie were listed as finishers) and 1st in 2901cc-up sports production class, seven laps in arrears; and Adolfo Romero, Jaguar XK150. Silvestre actually ran out of gas on the last whirl and did not finish.

### Von Neumann Out

The casualties, according to Mexican calculations, included John von Neumann, Hollywood, 3-liter Ferrari Testa Rossa, out on the fifth lap with carburetor and exhaust trouble; Pedro Rodriguez, 3-liter Testa Rossa, out on the 23rd when a valve seat fell out of the cylinder head, ruining the whole cylinder; and Pato Claverias, Jr., Jag 150, who rammed into the hay protecting a telephone pole. He was uninjured.

Miles won in the presence of Mexico's young new president, Lopez Mateos, and his wife and daughter, Avecita Lopez Samano, who was the honorary starter.

Thus Miles gained revenge and is now one up on the Mexican phenom. Miles nailed him in Puebla, Mexico, in May, 1957, and Ricardo beat him here last year.

Ricardo had the pole and blasted out like a thunderbolt around this course that makes the late and lamented Pebble Beach look like a bleak airport circuit both as a gift of nature and in true reggedness.

For nine laps Ricardo led around this mountainous terrain with its two brutal descending and ascending hairpin turns. The order for the first four laps was Ricardo, Pedro, Ginther, Miles, von Neumann, Josie, Connell, etc.

### Ginther Moves

Pedro and Richie were wired on the 3rd round, and on the next one there was very little daylight between Ricardo, Pedro and Richie. On the 5th, after von Neumann was out, Ginther passed Pedro's Ferrari. On lap 6, Miles, never far behind, overtook Pedro and soon left him far behind. This order—Ricardo, Ginther and Miles—continued until lap 10, when Richie moved in front and remained there for two-fifths of the race, until Miles took over on the 30th, from which point he was in the van for the final and most important two-fifths.

Mexico was dealt a shattering blow when Ricardo, booming out of the lower hairpin, dropped a valve in his silver RS...and lost 3rd gear. It was at this juncture that Ginther assumed command.

From 4th gear to 2nd it was difficult to judge the RPM and, using the transmission for braking resulted in too many RPM, with Ricardo's Porsche eventually bowing out just before Miles completed lap 50.

After Richie grabbed first, Ricardo was able to remain in 2nd hole for only one round. Then from No. 11 until the 29th came the best part of the race—the furious duel between Miles and Ginther.

Pedro, 19, blew past his younger brother on the 12th, and from the 15th on Ricardo faded more and more, at the same time weating a blister on his hand from the difficulty in shifting. Meanwhile, Miles was playing it cool, leaving Pedro very much in arrears and slowly creeping up on Ginther. By lap 15, Ginther had lapped Connell, and the only interest was whether Miles would be able to catch him.

### Richie Cheered

There was no question about that in this writer's mind, for Miles was now hounding Ginther—much like he did to Bill Krause at Pomona. And the RS was "jalando" but good, as they say in Mexico.

With the two Mexican heroes out of the deal, popular sentiment switched to Richie, and he was given an ovation at each and every turn.

On the 20th lap Ginther led by four seconds. Pedro trailed by 20 seconds, and Ricardo was 1m4s behind Richie, who turned the 21st whirl in 1:52.

Then on lap 23, Pedro ran into the aforementioned mechanical grief and he became a spectator.

The terrific crowd went wild as Miles breathed down

## WHERE TO BUY MOTORACING

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### CANADA GOES PRO

The Canadian Racing Drivers Association is pleased to invite you to attend the first professional sports car endurance race ever held in Canada. Slated for Saturday, May 9th, at the popular Harewood Acres circuit, near Jarvis, Ontario, the event will cover 135 laps of the tricky 2.3 mile course. This marks a real milestone in the progress of motor sport in this country. Sports car racing now joins the ranks of the many other spectator events that have matured in the last few years....

Again, welcome to this first race event of the '59 season; enjoy Canada's fastest motor racing. We can promise you sport of the highest calibre; with cars and drivers never before viewed by Canadians...

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Ginther's neck. There was no air between them as they hurtled out of the treacherous lower hairpin on lap 25. Three rounds later Richie had lapped 3rd-place Ricardo.

On the 30th it was Miles adelante, never to be headed. Three laps later he lapped Ricardo, whom most picked to defeat the Briton.

From this point Miles poured it on—and all interest in the race vanished completely.

Ten laps before the finish Ginther's brakes locked as he blasted the Italian car down a steep grade into the lower hairpin. Unable to make the turn, he roared into the escape chute, made a U-turn and smashed against a brick house, bashing a tire into the rubber. But he cleared out beautifully and was given a thundering "Viva!" and "Ole!" as he charged up the grade. It was all anti-climactic of course.

### Broken Axle

Turn 1 at the end of the 4500-foot main straight plunges dangerously into the thick forest, and it was here on lap 43 that Richie got the scare of his life. Thundering down the rough, sticky, weather-beaten asphalt, Richie felt the axle break, but the Ferrari screamed down to the bottom and out for good at the same escape road HE had previously visited.

Ginther joined Pedro along with this reporter as

## Maser, Porsche Win At Pro-Amateur Venice, Vineland

VINELAND, N.J., April 12.

—Rain, hail and then a terrific snowstorm failed to dampen the spirits of the South Jersey Region SCCA which staged its first race of the season here today. Drivers in the last race all but got lost in the white stuff.

Bob Holbert, Maserati 300s, won the 45-mile feature. The time was 43m34.5s. Ben Diaz, 2-liter Maserati, was 2nd, followed by Dave Zabludoff, AC Bristol. Holbert won by one mile.

Other winners: Howard Hanna, DB; George Frey, Porsche SS; Art Riley, Volvo; Roger Penske, Porsche RS; Paul Richards, Cooper; Harry Blanchard, Porsche Carrera; Hayward Anderson, MGA; Charlie Kolb, Cooper; John Guthrie, Alfa Veloce.—GEORGE MELICK

### NEW POMONA CLUB

The Convair Pomona Sports Car Club has been formed by employees of Convair Pomona, a division of General Dynamics Corp. We would appreciate a note in your fine paper to inform the other clubs in the area of our existence. We have scheduled a rally for the week-end of May 10. The "Round the Valley Rally" will originate at the Pomona Valley Center parking lot on East Holt Blvd., Pomona. The first car will be off at 9:30 am for a run of approximately 130 miles thru

JACK L. REASONER, SECY.  
CONVAIR POMONA SCC  
POMONA, CALIF.

spectators at the hairpin. Some six laps later Ricardo added to the group watching Miles gesticulate wildly, grin, wave and cheer at all the paisanos thronging all the turns.

Miles, who played it cagey in yesterday's practice by letting everybody else knock their brains out in setting brilliant lap times while he was content to stroke it and grin owlishly, set a new course lap record this gloriously beautiful day. On lap 30, precisely when he assumed the lead, he turned 1:49.6, knocking two-tenths of a second from Ricardo's 1958 record.

The victory was worth nearly \$1700 (US) in prize money to Miles, plus magnificent Mexican silverware and 500 (?) starting dollars. The organizers said prize and starting monies and silverware amounted to 192,000 pesos for the three races on the program.

Overall winners of the other two 20-lappers were the well-liked Fred (El Zorro) Van Beuren, an American living in Mexico, in his Alfa Romeo Veloce, and Eduardo Tobalina, of Mexico, in a Mecanica Nacional Libre Dodge.

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VENICE, Fla., April 19.—

Chuck Cassel, Ft. Lauderdale, Fla., in a Porsche Spyder, averaged 81.2 mph today as he won the SCCA race 30-lap feature. He was followed by Ed Rahal, Maserati, and Bill Warren, Porsche GT.

Other winners and their averages: Johnny Cuevas, Porsche GT, 76.3; Bob Dunsinberre, Alfa Veloce, and Cassel, Porsche Spyder, 14-lap relay race; Joe Sheppard, Porsche RS, 83.1; Cuevas, Porsche GT, 76.5; Fritz Schiedel, Porsche RS, 72.4.

### SCCA NORTHWEST REGION STANDINGS

Official point standings as of 1 April 1959, 1000 for 1st in class, 750 for 2nd in class, 500 for 3rd in class, 250 for First Overall. No awards for novice races.

CLASS C. MOD	
DAVE TROFFER, CORVETTE	1,000
DEAN GEDDES, CORVETTE	750
BOB HICKS, FERRARI	500
CLASS E MOD	
JOHN SPARROW, PORSCHE	1,000
LAIRD MCKEE, SPECIAL	750
JIM MITCHELL, PORSCHE #57	500
CLASS F MOD	
TOM MEEHAN, POOPER	1,250
PETE LOVELY, LOTUS	750
HAL RUDOW, PORSCHE	500
CLASS G MOD	
RON LEE, LOTUS	1,000
CLASS H MOD	
HARRY EYERLY, CROSLLEY	1,000
CLASS B PROD	
TAD DAVIES, CORVETTE	1,000
ROGER HOLT, CORVETTE	750
STARR CALVERT, CORVETTE	500
CLASS C PROD	
JACK MURRAY, MB300SL	1,250
BOB BYRD, JAG150	750
BOB GOODFELLOW, JAG140	500
CLASS D PROD	
DAVE TATOM, AH	2,250
JOHN TERRIEN, AH	1,250

## Races At Riverside

A national championship 150-mile sports car race, sanctioned by USAC, will be held July 19, at Riverside International Raceway. The \$10,000 Kiwanis Grand Prix is sponsored by John Edgar Enterprises, Inc. Mason said negotiations are now underway to hold a National SCCA championship amateur race are planned for July 18.

According to present plans, first four finishers in the amateur race of 100 miles start in the pro headliner.

TERRY NILSSON, AH	750
DICK LEIGHTON, AH	500
CLASS E PROD	
KEITH ARMSTRONG, TR	1,600
LEROY THOMAS, TR	1,000
AL DOYAN, AC BRISTOL	1,000
GLENN HULL, TR	1,000
CLASS F PROD	
DICK MILLER, MGA	1,750
WADE CARTER, PORSCHE	1,250
HAL RUDOW, PORSCHE	750
FRANK KLEPSE, MG	750
DAN LEITHOLD, MG	500
CLASS G PROD	
RALPH LIVERMORE, ALFA	1,000
JOHN STUHLDRIER, ALFA	750
BOB YEAKEL, VWKG	500
CLASS H PROD	
DAVE WALLACE, SPRITE	1,250
PIERRE PHILLIPS, SPRITE	1,000
MERRILL SMITH, SPRITE	1,000
JOHN ANTONS, SPRITE	750
FRANK FITCH, SPRITE	500
CLASS I PROD	
BILL SCOTT	1,000
LES RUTLEDGE, SAAB	750
JIM CARTER, FIAT ABARTH	500

Read MOTORACING. Subscription blank on Page 3.

## SPECIAL OFFER FOR ALL CLUBS

Attention, all racing, rally and sports car clubs! For a limited time only, MOTORACING is making a special bargain offer to clubs.

A 1-year subscription to the country's oldest and most widely read sports car bi-weekly newspaper — \$2 — instead of the regular \$3 subscription rate.

For clubs to take advantage of this saving, they must have a minimum of 10 subscriptions. These must be handled through the club secretary.

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Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

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Yes, after several years in this same spot, we find it necessary to expand to larger quarters and shift our base of operations. Our new home, (and please make a note of this address) will be at 1127 E. GREEN Street, Pasadena. Beginning May 1, our sports car accessories for the car, for the driver and just for fun will be on display at the new location . . . where we have lots of private parking . . . our own lot, behind the store. Consider this as an invitation to visit us, drop in for a cup of coffee or a coke (on the house) and look over our fascinating stock of good things.

Here's the route:  
From Los Angeles, Take Pasadena Freeway to Green St. Turn R go to 1127 . . .  
From S. F. Valley, take Golden State Freeway to Pasadena Freeway, to Green St. Turn R. go to 1127 . . .  
From San Gabriel Valley, Pomona, take San Bernardino Freeway to San Gabriel Blvd., Pass up old store, go North on San Gabriel to Colorado, Left on Colorado to Hill, Left on Hill to Green, Right on Green to 1127

1127 E. Green St. is on the North side of the street, 3 blocks East of Lake St. Green St. is one block South of Colorado. Pasadena is a high class island surrounded by Los Angeles County.

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# PERSONALS

## About People in Racing & Rallying

DOTTIE BOGLER and ED HODGES said "I do" April 18....JIM SIMMS elected prexy of the Bachelors Sports Car Club....CHUCK PRICE named editor of TROC Talk...BRUCE KESSLER's crimson Ferrari coupe available for money....GLORIA (MRS. DOUGLAS) SMITH has left Los Angeles' smog in favor of San Francisco fog....JOSH HOGUE of the San Francisco Chronicle flew into town for John Green's reception given in honor of Renault of France president PIERRE DREYFUS.

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# Rally 'Round

With Duane and Jerrie Sparks

The fourth championship rally of the year is now history. Long Beach MG Club's GREAT WESTERN V, so ably masterminded by WALT HARPER and his organization, produced yet another first time winner. MEL and NEEN DeLOOF showed the way to match that elusive Porsche factor as they brought their Jaguar in with 1:24 total error for the 13-leg 4-loop event. Although results printed in this issue are strictly unofficial since final tabulations have not yet been completed, it is not anticipated that there will be any material changes in the standings.

Of the four major events in this area so far this year, each has produced a winner not in the top 10 last year. As a result we find many new names in that charmed circle. As a matter of fact there are but two drivers, HOWARD FRANK (8th) and TOM HIGGINS (10th) and one navigator, our own ever-lovin' JERRIE SPARKS (5th) now among the top 10 who enjoyed similar distinction last year.

The GREAT WESTERN was a thoroughly enjoyable rally over many new roads. The experience of driving in the rain most all day without a top (it was at home in the garage) added a certain zest to the affair for us. We understand some contestants were confused by descriptions of certain intersections, thus again bringing up the advisability of a pre-check of instructions by a qualified council committee for the purpose of standardizing terminology. Some day we'll get some action on this matter.

With a great clatter a gauntlet has been thrown down by the expert rallyists of No. Calif. Several of them have ventured to enter some of our SCC events this year (with mediocre success), although they did clean up in the modified class on the GOLDEN EMPIRE rally, a recent Central Calif. championship event at Bakersfield. Now they challenge any and all of us to try one of theirs. The occasion is the ALPINE rally offered by the San Francisco SCC May 9. A 10-hour navigational event with emphasis on the navigation, this should be a good shake-down cruise for Lockheed's 24 HOUR VII coming up the following week-end.

RENO LAWRENCE called to announce he is taking it upon himself to form what he calls a rally partner's bureau—a sort of clearing house of available drivers and navigators looking for suitable partners—object rallying. He can be reached at EX 4-6248 or send in pertinent info to him at 736 23rd St., Santa Monica. This is definitely a worthwhile project and should help to increase attendance at all rallies.

## Council Rally Leaders

### UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	CAR	CLUB	MARK I	DON DIEGO	WHEEL BOUNCE	GREAT WESTERN	TOTAL
<b><u>DRIVERS</u></b>								
1.	Dick Coulter	MG A	SMFCCA	18	23	24	12	77
2.	Stan Johnson	Alfa	SMFCCA	16	12	22	18	68
3.	Ron Jones	Porsche	SDSCC	25	*	19	17	61
4.	Mel DeLoof	Jaguar	SWSCC	0	22	14	25	61
5.	Doug Linder	Porsche	NRSCC	13	17	3	22	55
6.	Chuck Meredith	Pearless	RM	*	15	18	16	48
7.	Bill Chester	Alfa	RM	*	18	9	19	46
8.	Howard Frank	A-H	SMFCCA	20	24	0	0	44
9.	Diane McPherson	AC	SWSCC	23	0	0	21	44
10.	Tom Higgins	Alfa	SMFCCA	0	19	0	24	43
11.	Ted Sparks	VW	SDSC	*	0	25	9	34
12.	Wayne Brown	Corvette	PSCC	21	0	*	13	34
13.	Duane Sparks	T-Bird	RM	*	0	23	8	31
14.	Dick Pieper	A-H	SMFCCA	6	10	0	15	31
15.	Cal Rudaspath	MG A	LDSCC	7	9	12	*	28
16.	Flo Schumann	A-H	SWSCC	3	0	10	14	27
17.	Dick Bauer	A-H	Convoir	*	25	*	*	25
18.	Gordon Madison	Peugeot	NRSCC	22	0	3	0	25
19.	Harold Guess	MG TP	NRSCC	24	0	0	0	24
20.	Ed Fleming	Porsche	SWSCC	0	0	13	11	24
21.	Ray Martin	Jag	SMFCCA	0	*	0	23	23
22.	Tom Kienholz	Jag	Astro	*	21	*	*	21
23.	Dick Ecker	Alfa	SGVPCA	*	*	21	*	21
24.	Bruce Starkey	MG A La Jolla	*	20	*	*	*	20
25.	Jerry O'Brien	Porsche	NASCAD	0	0	20	0	20
<b><u>NAVIGATORS</u></b>								
1.	Al Nesbitt		SMFCCA	10	23	24	12	69
2.	Juanita DeLoof		SWSCC	0	14	22	25	61
3.	Jack Carlson		NRSCC	13	17	*	22	52
4.	Ann Sparks		NRSCC	6	10	25	9	50
5.	Jerrrie Sparks		NRSCC	24	0	23	0	47
6.	Al Sorenson		SMFCCA	16	12	0	18	46
7.	Elizabeth Chester		RM	*	18	9	19	46
8.	Bob McPherson		SWSCC	23	0	0	21	44
9.	Dick Lovell		SMFCCA	0	19	0	24	43
10.	George Taylor		SDSCC	0	*	19	17	36
11.	Bob Cole		LDSCC	7	9	12	6	34
12.	Ruth Piercy		SMFCCA	18	0	*	15	33
13.	Charlie Schumann		SWSCC	3	0	10	14	27
14.	Russ Palmer		SDSCC	25	*	*	*	25
15.	Bob Dunn	Convoir	*	25	*	*	*	25
16.	Nick Marechal		SMFCCA	*	24	0	0	24
17.	Jerry Russell		SWSCC	*	*	13	11	24
18.	Jo Martin		SMFCCA	0	*	0	23	23
19.	Don Black		NRSCC	22	0	*	*	22
20.	Stu Rinker		SMFCCA	0	0	22	*	22
21.	Pat Venable		PSCC	21	0	*	*	21
22.	George Kendall		Astro	*	21	*	*	21
23.	Bob Ballard, Jr.		SGVPCA	0	0	21	*	21
24.	Don Royer		SMFCCA	20	*	*	*	20
25.	Marcia Starkey		La Jolla	*	20	*	*	20

## Various Rally Results

SCCA (ARIZONA BORDER) GREAT CANYON APRIL 18-19 BILL PETERS RALLYMASTER 47 CARS					
POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Joe Bechtel	Celia Bechtel	Porsche	LA SCCA	1:40
2.	Slam Larned	Mel DeLoof	Corvette	LA SCCA	1:50
3.	John Kinsinger	George Patraw	A-H	Livermore	1:11
4.	Anna Lee Capito	Gordon Capito	Lancia	LA SCCA	1:26
5.	C. J. Holloman	Isabel Blandford	TR-3	SCCA	2:10

SCCA (NEW JERSEY) JERSEY 500 APRIL 3-5					
POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Tom Luak	Andy Dening	Volvo	Maryland	1:48
2.	E. Trump	W. Brudersack	Porsche	New York	1:59
3.	Irene Steinbuhler	Jack Steinbuhler	KX 150	Penn	1:08
4.	D. Denny	R. Woodruff	Saab	Conn	1:08
5.	S. Harold	Ingrid Gordon	MG A	Wash DC	1:13

ABOC APRIL PROLIC APRIL 19 JERRY GUGERTY RALLYMASTER 50 CARS					
POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Bill Brandes	Catherine Brandes	190 SL	SWSCC	1:53
2.	Jim Brindley	Rosemary Brindley	A-H	—	3:08
3.	Bob Smith	Dorothy Smith	A-H	ABOC	3:10
4.	Ken Kane	Polly Kane	A-H	ABOC	4:29
5.	Bernie Branson	Scott Branson	A-H	ABOC	5:20
6.	R. E. Cook	D. L. Cook	Simca	—	5:33

LONG BEACH M G GREAT WESTERN V WALT HARPER RALLYMASTER 88 CARS (UNOFFICIAL)					
POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Mel DeLoof	Juanita DeLoof	SWSCC	Jag	1:24
2.	Tom Higgins	Dick Lovell	SMFCCA	Alfa	1:33
3.	Ray Martin	Jo Martin	SMFCCA	Jag	2:38
4.	Doug Linder	Jack Carlson	NRSCC	Porsche	2:55
5.	Diane McPherson	Bob McPherson	SWSCC	AC	3:06
6.	Bill Nischelkraut	Beet Johnston	NRSCC	190 SL	3:16
7.	Bill Chester	Elizabeth Chester	RM	Alfa	3:27
8.	Stan Johnson	Al Sorenson	SMFCCA	Alfa	3:31
9.	Don Jones	George Taylor	SDSCC	Porsche	4:02
10.	Chuck Meredith	Pat Truitt	RM	Pearless	4:13
11.	Dick Pieper	Ruth Piercy	SMFCCA	A-H	4:14
12.	Flo Schumann	Charlie Schumann	SWSCC	A-H	4:17
13.	Wayne Brown	D. Brown	PSCC	Corvette	5:10
14.	Dick Coulter	Al Nesbitt	SMFCCA	MG A	5:22
15.	Ed Fleming	Jerry Russell	SWSCC	Porsche	5:46
16.	Bill Brandes	Catherine Brandes	SWSCC	190 SL	6:13
17.	Ted Sparks	Ann Sparks	NRSCC	VW	6:24
18.	Duane Sparks	Earl Woodard	RM	T-Bird	6:36
19.	Bill Doyle	Marge Noyer	SMFCCA	A-H	7:14
20.	Bob Cole	Bob Cole	LDSCC	TR-2	7:36
21.	Tom Cummins	Emily Cummins	LDSCC	A-H	7:45
22.	X. Breskowitz	Bill Kelfe	Corv.Pasa	Corvette	9:51
23.	Karl McCready	Dave Conklin	NRSCC	C MG A	10:54
24.	Norm Christianson	Ramona Christianson	RM	Volvo	11:02
25.	Bob Piercy	Larry Harris	SMFCCA	Alfa	11:16

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## Rallies

- MAY
- 2-3---SCCA PRESS ON REGARDLESS (Detroit), nat'l. championship event.
  - 3---SOUTH BAY PCCA INADGURAL II SCCSCC open rally, Harvey's, Firestone 1 1/2 mi. east of Long Beach Freeway 8:01A.M. \$6.00 Tom Higgins NE 2-7572
  - 3---TRI-COUNTIES SCC TOURNAMENT BOWL SLALOM 3643 Saviers Rd. Oxnard, \$4.00 9AM, info Miller 8-5874
  - 9---SANTA ANITA PCCA T. S. D. 3 hr. nav. 7:00PM Sierra Madre & Paloma, Pasa. \$2.00 Ken Bundy SY 8-0279
  - 9---SAN FRANCISCO SCC ALPINE NSCC championship event 8:01PM St. Francis Yacht Club, S. F., 10 hrs. nav. \$4.00 Jack Chisum, 142 17th Ave. S. F. 8PM
  - 10---HUGHES BASCC ROGUES RALLERY III SCCSCC open event, McCaffery's, E. Imperial at Bloomfield, Norwalk, 7:01 AM, \$3.00 Ray Menard PL 6-8470
  - 16-17---LOCKHEED SCC 24 HOUR VII Bob's, Sepulveda near Brand, San Fernando, 7:01 AM SCCSCC championship event, \$6.00 Gladys Stoor, CH 9-2102
  - 16-17---SCCA VIRGINIA REEL (Washington D. C.) national championship rally.
  - 23-24---SCCA GOLDEN WEST (San Francisco) national championship rally.
  - 24---LONG BEACH DOUGLAS SCC MAY DAY SLALOM 9 AM, Anaheim Rd. between Bellflower and Studebaker, Long Beach. \$3.00 two runs, Chic Beauregard GE 8-7417
  - 24---SANTA MONICA PCCA DILEMMA 5 hr. nav. 8 AM Archie's 174th Crenshaw, \$2.00 Dick Coulter ME 0-3956
  - 30---KINGS HIGHWAY MOTOR CLUB RALLY OF CHAMPIONS NSCC championship event Stanford Plaza shopping center Palo Alto 8:01 PM \$3.50 Donald Pix, 1926 Ivy St. #3, San Mateo, Calif.

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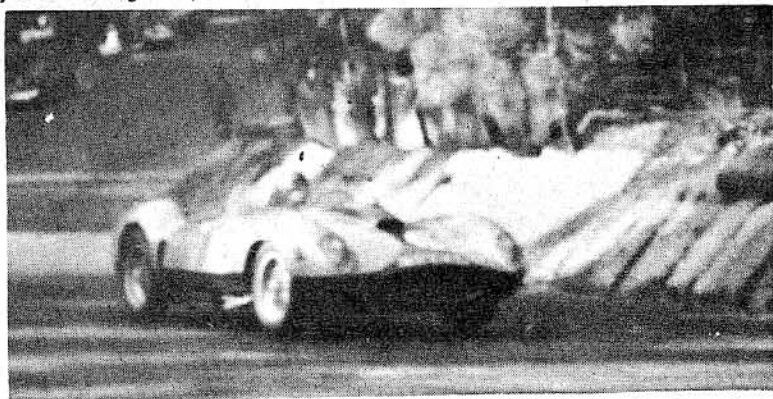
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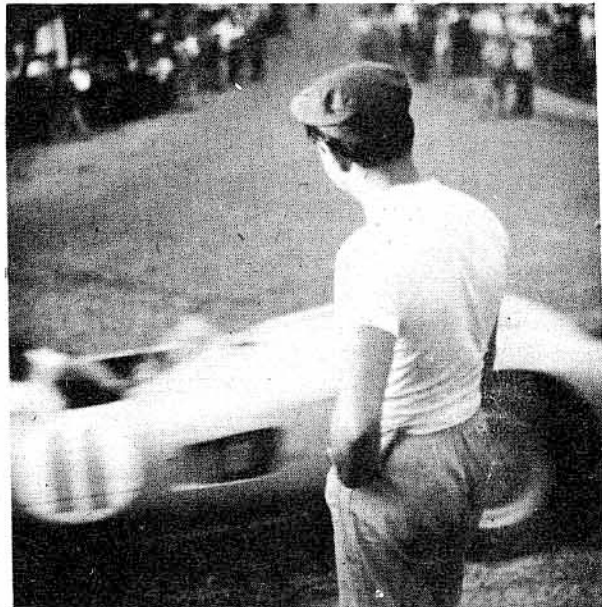
## MOTORACING Covers Race at Avandaro



**MEXICO RACE** leader for two-fifths of the 50 laps was Richie Ginther, shown here on Avandaro forest course in Johnny von Neumann's 2.5-liter Ferrari Testa Rossa. He was placed 5th with 43 laps completed. He went out with broken rear axle going into turn 1. (MOTORACING photos by Gus V. Vignolle)



**ANOTHER CASUALTY** in Mexico race was Pedro Rodriguez, 19, Ricardo's brother, who was forced out of the action during lap 23 after valve seat fell out of his 3-liter Ferrari's cylinder head.



**ALWAYS ANXIOUS** to learn, Ricardo Rodriguez, young Mexican Porsche pilot, stations himself at bottom of incline at Avandaro and watches how John von Neumann negotiates turn. Von Neumann was out early (5th lap) in feature with carburetion and exhaust woes with his "experimental hot-rod" 3-liter Ferrari Testa Rossa.



**CROWD CONTROL**, estilo Mexicano (Mexican style) is noted in this shot, taken shortly after the field got off in the first of three races held at Valle de Bravo course last April 26.



**MANY FANS** at Avandaro, Mexico's No. 1 road race, had choice trackside seats like this paisano, perched high in one of the thousands of trees in the heavy mountainous pine forest.



**COLORFUL SIGHT** at race were these little Mexican boys with their serapes and sombreros de petate. Panchito Lopez, Jr., center, finds MOTORACING more than interesting. In Mexico nearly everyone reads MOTORACING.